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ONE HUNDRED FOURTEENTH CONGRESS

Congress of the United States

House of Representatives

COMMITTEE ON ENERGY AND COMMERCE
2125 RAYBURN HOUSE OFFICE BUILDING
WASHINGTON, DC 20515–6115
Majority (202) 225–2927
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April 28, 2016

Mr. Mitch Bainwol
CEO
Alliance of Automobile Manufacturers
803 7th Street, N.W., Suite 300
Washington, DC 20001

Dear Mr. Bainwol,

Thank you for appearing before the Subcommittee on Commerce, Manufacturing, and Trade on Thursday, April 14, 2016, to testify at the hearing entitled "NHTSA Oversight."

Pursuant to the Rules of the Committee on Energy and Commerce, the hearing record remains open for ten business days to permit Members to submit additional questions for the record, which are attached. The format of your responses to these questions should be as follows: (1) the name of the Member whose question you are addressing, (2) the complete text of the question you are addressing in bold, and (3) your answer to that question in plain text.

To facilitate the printing of the hearing record, please respond to these questions by the close of business on Thursday, May 12, 2016. Your responses should be mailed to Giulia Giannangeli, Legislative Clerk, Committee on Energy and Commerce, 2125 Rayburn House Office Building, Washington, DC 20515 and e-mailed in Word format to **Giulia.Giannangeli@mail.house.gov.**

Thank you again for your time and effort preparing and delivering testimony before the Subcommittee.

Sincerely,

Michael C. Burgess, M.D.
Chairman
Subcommittee on Commerce,
Manufacturing, and Trade

cc: Jan Schakowsky, Ranking Member, Subcommittee on Commerce, Manufacturing, and Trade

Attachment

Attachment - Additional Questions for the Record

The Honorable Michael C. Burgess, M.D.

1. As vehicles become increasingly connected and communicate with other vehicles and surrounding infrastructure, what role will encryption play in those communications to protect the security and integrity of those messages? Who would have access to the encryption keys?

2. I understand that the recall completion rate for GM vehicles affected by the ignition switch recalls currently stands around 80 percent. What is GM doing to ensure that the remaining 20 percent of car owners affected by the ignition switch recalls are notified and encouraged to get their vehicles repaired? Is GM having trouble identifying or finding the proper home addresses for car owners affected by the ignition switch recalls? If so, how is GM working to reach those individuals?

3. Rigorous testing of autonomous vehicles is a critical part of certifying that these vehicles are ready for commercial use. Do we have the right regulatory framework in place to allow maximum research and testing of autonomous vehicles?

    a. How should Congress work with NHTSA and the auto industry to facilitate more testing and research of advanced automotive technologies?

4. Please provide an update on the Auto-ISAC, including current membership, any plans to expand membership, how often the ISAC meets, and any plans to develop cybersecurity best practices and when they will be developed. Please also include how much information sharing is occurring between members of the Auto ISAC and whether any vulnerabilities been uncovered that were not previously known to certain ISAC members through the information sharing process?

The Honorable Gregg Harper

1. The FAST Act requires manufacturers to include the name, description, and part number of components or components in its Part 573 report for defects or noncompliance, if a recall involves a defect in a specific component. Can you comment on how your member companies have been able to address the requirements of the passage of the Act?

The Honorable John Sarbanes

1. I was a cosponsor of the ROADS SAFE Act and worked with my colleagues in the House to make sure that the Driver Alcohol Detection System for Safety, or DADSS, program, was authorized as part of both MAP-21 and the FAST Act. I know that you have also supported the DADSS program.

2. This is an important project as it has the possibility of eliminating drunk driving in America and saving over 7,000 lives each year according to estimates from the Insurance

Institute for Highway Safety. Can you provide an update on the current status of the project? What is being done to accelerate this technology?